

THE COMMISSION OF FINE ARTS

ESTABLISHED • BY • CONGRESS • MAY • 17, 1910

708 JACKSON PLACE, N.W.

WASHINGTON, D.C. 20006

MEETING OF THE COMMISSION OF FINE ARTS

May 16, 1984

AM

10:00

CONVENE, 708 Jackson Place, N.W., Washington, D.C.

I. ADMINISTRATION

- A. Dates of next meetings: June 28, 1984, Thursday
August 1, 1984, Wednesday
- B. Approval of April 10, 1984 minutes of the
Commission of Fine Arts.
- C. Report on meeting with Georgetown Business &
Professional Association.
- D. Report on meeting with National Park Service
at Montrose Park.
- E. Missing in Action Medal, Confirmation.
- F. Dulles International Airport, Passenger Terminal
Planning Studies.

II. SUBMISSIONS AND REVIEWS

- A. Pennsylvania Avenue Development Corporation
 - 1. CFA 16/MAY/84-1, Canadian Chancery,
Pennsylvania Avenue & John Marshall Place.
 - 2. CFA 16/MAY/84-2, Designs for temporary news
vending and food kiosks, 900 block and
Pennsylvania Avenue.
 - 3. CFA 16/MAY/84-7, Indiana Plaza.

II. SUBMISSIONS AND REVIEWS CONTINUED, May 16, 1984

B. District of Columbia/Department of Public Works

CFA 16/MAY/84-3, Whitehurst Freeway, alternative renovation schemes.

C. District of Columbia Government, Department of Consumer and Regulatory Affairs

Shipstead-Luce Act

1. S.L. 84-49, 2500 Calvert Street, Shoreham Hotel, garage addition, conceptual review.
2. S.L. 84-37, 1503 Pennsylvania Avenue, Riggs Bank, one-story addition, conceptual review.
3. S.L. 84-41, 601 Pennsylvania Avenue, Westminster Investing, new hotel & office building, working drawings.
4. S.L. 84-43, 501 13th Street, N. W., Warner Theatre Building, renovation.

Appendix 1.

Old Georgetown Act

1. O.G. 84-163, 3264-70 M Street, Georgetown Park Phase II, new retail building, conceptual review.
2. O.G. 84-118, 3210 Grace Street, new 4-story building, conceptual review.
3. O.G. 84-144A, 1015 31st Street, new office building, final.
4. O.G. 84-162, 3800 Reservoir Road, N. W., Georgetown University, new student housing, conceptual review.

Appendix 2.

D. Department of Navy

CFA 16/MAY/84-4, Chesapeake Division Headquarters Building, air conditioner installation, at Washington Navy Yard.

II. SUBMISSIONS AND REVIEWS CONTINUED, May 16, 1984

E. Department of Commerce

CFA 16/MAY/84-8, National Technology Medal.

F. National Park Service

1. CFA 16/MAY/84-5, Inscribing name of photographer,
Joseph Rosenthal, on Iwo Jima Memorial.
2. CFA 16/MAY/84-6, Vietnam Veterans Memorial Sculpture.

REPORT OF ACTIONS TAKEN UNDER THE SHIPSTEAD-LUCE ACT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 84-38	1776 D Street, N.W. Daughters of the American Revolution	Paving renovation
ACTION: Issue permit for renovation of entrance drive and coping as shown on drawings received & dated 5 April 1984.		
S.L. 84-39	223 Pennsylvania Ave., S.E. Joseph Zagami	Stairway: Conceptual
ACTION: Issue permit for rear stair and canopy.		
S.L. 84-40	2025 F Street, N.W. George Washington University	New building
ACTION: Issue permit for construction of new building in conformance with approved working drawings received & dated 6 April 1984. Limestone trim and brick samples noted as Sugarcube, light texture stone; and Boreu Ironspot 01-16-1, and Watsoutown Royale brick are approved.		
S.L. 84-42	2101 F Street, N.W. Petro Ortiz	Fire escape
ACTION: Do not issue permit. Proposed fire escape at 21st Street facade is not appropriate. Resubmit for one fire escape <u>only</u> to be located in sideyard and behind the building line on F Street.		
S.L. 84-44	1514 Hamilton St., N.W. Calvin L. Gidney	Addition
ACTION: Issue permit.		

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
S.L. 84-45	2101 F Street, N.W. Petro Ortiz	Fire escape

ACTION: Issue permit for single fire-escape to be located within side lot behind building line on F Street.

S.L. 84-47	1435 G St., N.W. Perpetual American Bank	Addition
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ACTION: Do not issue permit for alteration of facade. Proposed windows and doors do not line up with vertical bay and muntin lines of building. Recommend coordination with Architect.

S.L. 84-48	215 Pennsylvania Ave., S.E. Public Citizens, Inc.	Exhaust duct
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ACTION: Issue permit. Exhaust duct and hood shall be screened and painted a neutral color.

REPORT OF ACTIONS TAKEN UNDER THE OLD GEORGETOWN ACT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 84-129	3028 N Street, N.W. Richard L. Kramer	Powder room addition: concept

ACTION: Withdrawn by applicant.

O.G. 84-132	1055 Thomas Jeff. St. Georgetown Inland North Corporation	Theatre entrance & remodeling
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ACTION: Issue permit. Temporary banner sign to be removed by
1 May 1985.

O.G. 84-133	3007 P Street, N.W. George Darr	Rear third floor addition
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ACTION: Issue permit for addition. Note corrections on drawings
signed and dated 26 April 1984.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 84-134	3414 Volta Place, N.W. Thrasher Investment Partnership	Construct re- taining wall & fence
ACTION: Issue permit.		
O.G. 84-135	1527 35th Street, N.W. Dr. & Mrs. Tom Bryant	Construct terrace & pool
ACTION: Issue permit.		
O.G. 84-136	3014 N Street, N.W. Mr. & Mrs. Benjamin Bradlee	Swimming pool
ACTION: No objection. Not visible for public space.		
O.G. 84-138	3034 R Street, N.W. Hardin F. McChesney, Jr.	Deck
ACTION: Issue permit for car port & deck. Note changes made on drawings.		
O.G. 84-140	3319 Q Street, N.W. Henry Townsend	Fence
ACTION: No objection. Not visible from public space.		
O.G. 84-144A	1015 31st Street, N.W. J. Patrick Blew	Construct new bldg.
ACTION: Issue permit. Erect sample brick and precast panel for approval by the Commission of Fine Arts. Architects have agreed to submit additional study of two story glass curtain wall at entrance for final approval of details, especially where framing members meet grade.		

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 84-145	3270 P Street, N.W. Nancy Olmstead	Bay window

ACTION: Do not issue permit. No objection to a bay window at this location. Drawings do not indicate structural framing and support of proposed bay. Recommend constructing a partial parapet to level apparent lines of roof and create a more appropriate background for the proposed bay window as well as screen the proposed sky-light (see O.G. 84-148).

O.G. 84-146	3270 P Street, N.W. Nancy Olmstead	New garage
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ACTION: Do not issue permit. Insufficient information. Also: concrete block is not appropriate to Historic District; line of proposed garage must not project beyond facades of adjacent garages; cornice material and height must conform with adjacent garages.

O.G. 84-147	3270 P Street, N.W. Nancy Olmstead	Garage demolition
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ACTION: Issue permit for demolition of existing garage facility.

O.G. 84-148	3270 P Street, N.W. Nancy Olmstead	Skylight
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ACTION: Do not issue permit. No objection to concept of skylight. Submit accurate drawing showing exact height of proposed skylight. Recommend construction of parapet as screen (see O.G. 84-145).

O.G. 84-153	1074 Thomas Jefferson St., N.W. 1074 Thomas Jefferson St. Associates	Renovation & re-use of existing ware- house: Concept
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ACTION: No objection to concept. Submit for final approval.

REPORT OF ACTIONS TAKEN UNDER THE OLD GEORGETOWN ACT

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 84-137	1365 Wisconsin Ave., N.W. 1365 Limited Partnership	Interior alteration & awnings
ACTION: Issue permit.		
O.G. 84-142	1607 35th Street, N.W. Joseph Berl	Renovation & addition
ACTION: Issue permit.		
O.G. 84-143	2824 O Street, N.W. Schneiderman Residence	Front entrance alteration
ACTION: Issue permit for entrance doorway as shown in drawing received and dated 30 April 1984.		
O.G. 84-151	1068 31st St., N.W. Mrs. Esther B. Davis	Sidewall vent
ACTION: Issue permit for vent through third floor side wall toward alley; vent to be painted to match wall.		
O.G. 84-155	1069 Wisconsin Ave., N.W. Vickie Bagley Realty	Hanging sign
ACTION: Issue permit. Note specific changes to drawing and application reducing size of sign to no larger than two (2'-0") by three (3'-0") feet and changing material from metal to wood with wood border trim.		

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 84-156	3337 P St., N.W. Yeau P. Briffaux	Two-story solarium

ACTION: Issue permit. Permit issuance subject to Zoning and Code compliance. Changes to the design that may be required by the District Government for compliance shall be submitted to CFA for approval.

O.G. 84-157	3050 Avon Lane, N.W. Mr. & Mrs. George Stevens	Repairs, alter- ations & new garage
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ACTION: Issue permit. Recommend additional balusters and heavier railing profile at proposed porch.

O.G. 84-158	3124 Dumbarton Ave., N.W. Lary Birns	Porch addition
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ACTION: Issue permit. Note alteration to drawing as submitted which eliminates the copper screen roof.

O.G. 84-159	1641 34th St., N.W. Temple Grassi	Additions & reno- vation
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ACTION: Issue permit.

O.G. 84-160	1201 28th St., N.W. Emil Audette	Sign
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ACTION: Issue permit. Applicant will remove other existing signage.

O.G. 84-164	1213 35th St., N.W. Brody deClerk	Residential alter- ations
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ACTION: Issue permit.

<u>NO.</u>	<u>ADDRESS AND OWNER</u>	<u>PROJECT</u>
O.G. 84-165	2906 O St., N.W. Mt. Zion United Methodist Church	Temporary sign

ACTION: Issue permit. Temporary sign will be removed by 8 May 1985.

O.G. 84-168	1074 Thomas Jefferson St., N.W. 1074 Thomas Jefferson St., Associates	Warehouse reno- vation
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ACTION: Issue permit. Working drawings conform with previous submission. (O.G. 84-153).

O.G. 84-169	3270 P Street, N.W. Nancy Olmstead	Alterations & new garage
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ACTION: Issue permit. New submission conforms with previous recommendations, (O.G. 84-145, 146, 147, & 148).

THE , COMMISSION , OF , FINE , ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

J. CARTER BROWN, Chairman

HAROLD BURSON

JOHN S. CHASE

SONDRA G. MYERS

WALTER A. NETSCH

ALAN R. NOVAK

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.

WASHINGTON, D.C. 20006

202-566-1066

MEETING OF THE COMMISSION OF FINE ARTS

16 May 1984

The meeting was convened at 10:00 a.m. in the Commission of Fine Arts offices at 708 Jackson Place, N. W., Washington. D. C.

Members present:

Hon. J. Carter Brown
Hon. John S. Chase
Hon. Sondra G. Myers
Hon. Walter A. Netsch
Hon. Edward D. Stone, Jr.

Staff present:

Mr. Charles H. Atherton, Secretary
Mr. Donald B. Myer, Assistant Secretary
Mr. Jeffrey R. Carson
Mr. Sue A. Kohler

National Capital Planning

Commission Staff present:

Ms. Pamela Johnson

I. ADMINISTRATION

- A. Dates of next meetings, approved as: 28 June 1984 (Thursday)
1 August 1984 (Wednesday)

- B. Minutes of the meeting of 10 April 1984, approved.

C. Report on meeting with Georgetown Business and Professional Association. The Secretary reported on the results of the informal meeting with several members of the Association, stating that many in the Georgetown business community are concerned by the lack of constraint among certain owners and tenants in the choice of exterior paint color for their buildings. The Association representatives hoped that the Commission could work toward finding a solution to this problem.

The Chairman expressed his appreciation for this concern and suggested that a meeting with District officials might prove constructive. He pointed out that Commission legislation specifically mentions and therefore obligates the Commission to address the fact that there are no color regulations in the D. C. Building Code. The Secretary stated that traditionally the city has taken a dim view of interfering with color and that the new Preservation Office seems less than enthusiastic as well. The Commission decided that a show of interest would be appropriate and that a start might be made by approaching the representatives of the city and the ANC.

D. Report on meeting with National Park Service at Montrose Park. Mrs. Kohler, reporting on the deteriorating condition of Montrose Park in Georgetown, stated that the Commission had an historic role from the beginning in its design and, moreover, Frederick Law Olmsted, Junior, a Commission member, helped plan it. A meeting between concerned Georgetown citizens and the Park Service occurred in April as a result of the deterioration of the grounds, plantings, park furniture and gas lamps. Subsequently, a letter was sent by Manus Fish of the National Park Service to those concerned, offering assurance of restoration of the park. A follow up visit to the site by Park Officials and the CFA Staff confirmed that major improvements were being made and planned for the grounds. Mrs. Kohler also stated that in a discussion with James Goode of the Smithsonian she learned that duplicates of the Montrose Park gas lamps were fabricated in 1975 for the Castle and that as these duplicates may not be re-used (following completion of present construction), perhaps an agreement could be worked out between the Park Service and the Smithsonian transferring them to Montrose as replacements for those lamps beyond reasonable repair. The Commission agreed that a letter to Mr. Fish commending the Park Service for its prompt action and offering words of encouragement regarding the lamps would be in order.

Exhibit A

E. Missing in Action Medal, Confirmation.

Mrs. Kohler briefed the Commission members who then confirmed their choice of the modified italics for the medal honoring those Americans missing or otherwise unaccounted for in Southeast Asia. Exhibit B

F. Dulles International Airport, Passenger Terminal Planning Studies. The Assistant Secretary outlined the newest proposals for upgrading and enlarging the facilities at Dulles Airport. He pointed out that the FAA, recognizing the architectural importance of the main terminal as well as the traditional role of the Commission with respect to modifications, has developed a plan which would leave the existing building intact, with the possible exception of adding additional bays to either end as anticipated and planned for by the original architect. The Assistant Secretary stated that the primary change would occur in the form of a low profile mid-field terminal facility designed to handle short haul and commuter planes without the necessity of mobile lounges

which are part of the original design for long haul flights. In response to a note of concern voiced by the Chairman, the Secretary recalled that a previous administrator for the FAA had submitted all proposals for changes to the CFA and that this precedent might be continued. The Commission agreed and asked that the FAA be invited for further discussion with the CFA. Exhibit C

II. SUBMISSIONS AND REVIEWS

A. Pennsylvania Avenue Development Corporation

1. CFA 16/MAY/84-1, Canadian Chancery, Pennsylvania Avenue and John Marshall Place. The Assistant Secretary introduced Mr. James Rich from PADC who in turn introduced Mr. John Dennis Hughes, Minister-Counsellor for the Canadian Embassy, and Mr. Herbert G. Cole, Senior Project Manager for the Department of External Affairs in Ottawa, Mr. Keith Loffler, Project Manager for Arthur Erickson Architects, and Ms. Barbara Vogel, Project Architect for the Erickson firm. Mr. Hughes opened with a statement briefly outlining the circumstances leading up to the selection of the Pennsylvania Avenue site and the Erickson firm as architects. The decision to consolidate the chancery in one building was based on the present unacceptable scatter of offices in various buildings throughout the city. The selection of the site was symbolic of the importance of the host and guest countries to each other. The choice of architects was derived from the impressive international reputation commanded by Mr. Erickson.

Mr. Hughes then called on Mr. Loffler to present a slide show which utilized views of the existing site and its neighborhood, drawings and the model. Mr. Loffler explained the geometry of the adjacent street pattern and the criteria of styles and height represented by the existing structures in the area which together influenced the design of the proposed building. The architects were chiefly concerned with enhancing John Marshall Place Park and creating the west side of a complementary envelope begun by the U. S. Courthouse on the east, respecting its 88 foot height. Of equal importance was the consideration of the views up Pennsylvania Avenue to the Capitol and across to the Mall. A third factor was the decision to pick up on the stately theme of columns implicit in the nearby classical structures and tie that theme to the more abstract sculptural qualities of such buildings as the East Building of the National Gallery. Mr. Loffler explained that while security was an important factor, the program was set up to minimize as much as possible the visual impact from public space. In fact, the columns, steps, rotunda colonnade, fountain and general openness were designed to entice the public in, visually as well as actually during special events.

Mr. Netsch, focusing on the monumental colonnade within the courtyard, asked what purpose the "Gaudiesque" columns had other than carrying a decoratively planted entablature. Mr. Loffler stated that the columns originally carried a partial atrium canopy of glass, but for budgetary reasons had been edited from the design. Both the Chairman and Mr. Netsch urged the architects to reconsider. A glass canopy or vault, they stated, would give credence to the obvious compositional importance of the columns. Mr. Chase then asked about materials and the relationship of window treatment to wall material. Mr. Loffler explained that while materials had not been chosen, the architects were looking for a very light-colored limestone with accents of aluminum with a baked-on finish similar in color to the limestone. The openings would be sculptural, either recessed within the stone plane and having minimal aluminum framing detailed to complement the stonework or projecting in monumental bows.

The Commission enthusiastically endorsed the building. Exhibit D

2. CFA 16/MAY/84-2, Design for temporary news vending and food kiosks, 900 block and Pennsylvania Avenue. Mr. James Rich, representing PADC, explained that the two proposed temporary kiosks were the result of years of negotiation between the PADC and the FBI. Mr. Rich then introduced Mr. Eric Siteck, Chief of Public Improvements.

Mr. Siteck informed the Commission that of the two kiosks, one would house a news stand while the other would provide food. He noted that the design was for a temporary portable facility, with an expected two-year life span. In regard to design, Mr. Siteck stated that the FBI had not as yet passed on it, but barring unforeseeable difficulties, PADC hoped to organize a competition at a future date to select a design appropriate to a permanent prototypical facility for the avenue. The present design, however, calls for only two structures on a trial basis positioned in front of the FBI Building on Pennsylvania Avenue close to 10th Street where pedestrian traffic is heaviest.

In response to a variety of questions posed by the Commission, Mr. Siteck stated that the kiosks would be constructed of steel with wood accents and canvas awnings, similar in feeling to the existing food pavilion at Pershing Park. In dimension, the structures would be about 15 feet high to the lifting ring and approximately 8 feet across at the widest point. Trash receptacles and seating were contemplated but nothing definitely had been planned. The Chairman and Mr. Netsch advised that providing such accommodations would be very wise. The Commission agreed that as long as the proposed kiosks were temporary, they could approve the design. Exhibit E

3. CFA 16/MAY/84-7, Indiana Plaza. Mr. James Rich, representing

PADC, introduced Mr. Robert Sprowls, PADC staff member responsible for the proposed development of Indiana Plaza. Mr. Sprowls described the site as an area bordered by Pennsylvania Avenue on the south, Indiana Avenue on the north, Seventh Street on the west and a complex of buildings on the east, including the Apex Building (now the Sears World Trade Offices), the historic National Bank of Washington, and the new Westminster Development project now under construction. He pointed out that this last project has allowed for the closing of C Street between Sixth and Seventh Streets. It is this circumstance that has prompted the extensive redevelopment of the site into one coherent plaza which will include the existing Grand Army of the Republic monument and the Temperance Fountain. Mr. Sprowls stated that the central thrust of the design was to align the Grand Army of the Republic monument on axis with the former C Street right-of-way, in some measure capturing the style of the Westminster Development terrace to the east and creating a landscaped semicircular seating area around the monument. In addition, PADC wished to narrow Indiana Avenue at Seventh Street from six lanes down to four establishing wider sidewalks for an extra row of trees. Mr. Sprowls assured the Commission that the intention of PADC was not to close the avenue but to enhance the vista from Judiciary Square while at the same time recognizing the fact that the avenue is far wider than present traffic patterns require. Referring to the Temperance Fountain, Mr. Sprowls stated that moving it to the northern section of the new plaza would help tie-in with the burgeoning new artistic center of Seventh Street. In summation, he brought forward a sketch plan which provided the Commission with a revision to the formal presentation. This revision provided access to the Grand Army of the Republic monument direct from Pennsylvania Avenue and out the other side of the landscape border, thus forming an axial relationship with the Temperance Fountain. Mr. Netsch felt the revision was a sound design approach. Expanding on questions asked by the Commission, Mr. Sprowls stated that tentative choices of landscape material had only extended to trees, which are to include honey locust, star magnolia, willow oak on Pennsylvania Avenue, and scarlet oak on the city-maintained streets.

The Commission commended PADC for its effort, recommending that very careful attention be applied to all detailing. Exhibit F

B. District of Columbia/Department of Public Works

CFA 16/MAY/84-3, Whitehurst Freeway, alternative renovation schemes. The Assistant Secretary presented the opening statement to the Commission, pointing out to the participants and interested parties that the Commission had been briefed on several design alternatives by the staff, as well as made privy to the recent news articles, public hearings and community responses. He stated that Mr. Grosvenor Chapman would be representing the Citizens Association of Georgetown and Mr. Richard Stauffer would be representing the Georgetown Professional and Business Association. He then introduced Ms. Lynn Robinson, from the District of

Columbia Department of Public Works.

Ms. Robinson stated that the four concepts before the Commission represented two years of effort on the part of her Department. She pointed out that this effort was the result of meetings with other concerned agencies as well as citizen groups. In response to a question asked by Mr. Netsch, she said that the proposals were not inviolate but could (to a limited extent) be mixed and matched, or marginally modified. She then introduced Mr. Gary Groat, principle consultant to the Department.

Mr. Groat briefly outlined his own qualifications as project manager, mentioned the private consulting teams of designers, engineers and researchers, and listed the goals and objectives that would bring the most benefit to Georgetown and the city as a whole. Of the four schemes presented, he continued, they were grouped as the No-Build Alternative, the Rehabilitated Elevated Freeway or Alternative A, the New Elevated Freeway or Alternative AA, and the At-Grade Arterial or Alternative F.

The No-Build Alternative would require restoration of the existing facility, leaving the unfinished ramps as they are. The cost could be upwards of 31.3 million dollars.

Alternative A, the Rehabilitated Elevated Freeway, would cost \$99.4 million and require the rehabilitation and widening (eight feet) of the existing structure. The two uncompleted access ramps at K and L Streets would be removed along with the unused stump of the Whitehurst between 31st and Thomas Jefferson Streets. Access from I-66 would be by way of a shorter ramp entering two blocks further east than at present. At Key Bridge, a new west bound ramp would extend from the Bridge, skirt M Street, parallel 34th Street, cross over the Canal, turn west under Key Bridge into a tunnel leading back under the Canal and finally connect back up with Canal Road near 37th Street. It would be necessary to acquire 2.8 acres.

Alternative AA, the New Elevated Freeway, would cost \$114 million and require the complete removal of the present structure and the building of a new elevated freeway sixteen feet wider and fifteen feet lower than the existing facility. From the east, all present ramps and roads would be removed. Access from K Street would be simplified, I-66 would continue under K Street parallel to Rock Creek Parkway and connect directly with L and M Streets and Pennsylvania Avenue. This alternative would also include new and very tightened east and west bound connections between I-66 and the Whitehurst. West of Key Bridge, Canal Road would have an east bound submerged ramp which would lead under the access ramp to the Whitehurst and connect up with M Street. Acquisition of 4.2 acres would be necessary.

Alternative F, the At-Grade Arterial, would cost \$96.6 million and require the permanent removal of the present elevated freeway, thereby visually freeing the Waterfront between 29th and 33rd Streets. From the east, the changes would be essentially the same as in Alternative AA with the exception of secondary ramps connecting Rock Creek Parkway with the Whitehurst. From the west, Canal Road would have a depressed lane as in Alternative AA, but the present Key Bridge exit ramp onto the Whitehurst would be removed to be replaced by a new east bound ramp which would extend from the Bridge, skirt M Street and cross over the Canal in a serpentine loop to connect up with the Whitehurst. Acquisition of 6.5 acres would be necessary, including a significant section of the proposed Waterfront Park.

In terms of traffic patterns, the No-Build Alternative would obviously have little effect now or in the future, Alternative A and AA would have a tendency to re-route traffic through the residential streets of Georgetown, while Alternative F would tend to increase the congestion at K Street and act as a formidable barrier to Waterfront pedestrian access. Adding eight feet to the surface width as in Alternative A would increase the shadow effect beneath the freeway and further crowd the buildings to the north. Adding sixteen feet to the surface as in Alternative AA while also lowering the freeway by fifteen feet would not only create a tunnel effect over K Street but would adversely effect several historic structures as well as require a significant revision to the Harbour Place development. Removing the elevated freeway entirely as in Alternative F would require an addition of 31 feet to the width of K Street as the only practical means of accommodating both the present and anticipated traffic on K Street as well as the traffic originally generated by the Whitehurst Freeway. This alternative would remove at least two acres of land intended for the Waterfront park, creating a highway virtually impossible for pedestrians to negotiate, and require extensive reductions to the Harbour Place development.

Mr. Netsch asked to what extent other alternatives had been studied, as in the use of a hybrid of depressed, surface and elevated treatments. Mr. Groat replied that all such possibilities had been thoroughly considered and rejected primarily because of the grade problem in reaching the level of Key Bridge.

As representative of the Georgetown Citizens Association, Mr. Grosvenor Chapman was then asked to comment. Mr. Chapman stated that Alternative F would not only cause a traffic problem unrealized by computer estimates due to the merging of rush-hour garage traffic, but exposing the utilitarian nature of the new buildings bordering K Street would be aesthetically displeasing. Mr. Chapman also commented on Alternative AA which he stated would do little more than make of K Street a dark, uninviting tunnel. The spanning of the Canal with a bridge as

proposed in several of the schemes was satisfactory in concept, he added. In conclusion, Mr. Chapman maintained that Alternative A was the most acceptable solution to the Georgetown community.

Mr. Richard Stauffer, representing the Georgetown Business and Professional Association, next spoke. He stated that the Association had not committed itself to any of the schemes, as none of the alternatives fully addressed all the problems. He concluded that Alternative F at least opened K Street to thru traffic.

Mr. John Jessup of the National Park Service was next asked to testify. Mr. Jessup stated that the Park Service had as yet reached no formal conclusion as to the merits of the various alternatives proposed for the Whitehurst Freeway, but he allowed that all the alternatives with the exception of the No-Build would have a potentially negative environmental impact on the area. He stated that while he could not comment officially, the Park Service nonetheless had grave reservations about both Alternatives AA and F. Mr. Jessup also alluded to the proposed Canal tunnel, the suppression of the east bound lane from Canal Road, and the S-shaped ramp connecting Key Bridge to the Whitehurst. He said that not only would there be a strong likelihood of damaging the Canal but it was possible that with all the various new connections proposed, traffic flow would become even more of a problem than presently exists.

Mr. Groat admitted that any step taken to improve one area would have an effect on still another.

In answer to the Chairman's question on the means of financing the project, Ms. Robinson stated that as much as 90 percent of the cost would involve Federal funds connected with I-66. Mr. Jessup added that the Park Service would be involved only in the matter of granting easements which would occur only if no other alternative proved practical.

The Chairman finalized the presentation by stating that a specific action would not be possible given the visual materials at hand; however, the Commission commended the Department for the enormous care and research implied by the presentation. The Chairman concluded that without large-scale drawings and models specific recommendations on the part of the Commission would have to wait. However, it seemed that Alternative F was not very promising while both Alternatives No-Build and A offered the greatest potential for success. Exhibits G, G-1

C. District of Columbia Government, Department of Consumer and Regulatory Affairs.

Shipstead-Luce Act

1. S.L. 84-49, 2500 Calvert Street, Shoreham Hotel, garage addition, conceptual review. Staff member Jeffrey Carson presented the project to the Commission, indicating that the site in question was partially screened by an existing motel and adjacent garage which together overlooked Rock Creek Park just to the west of the intersection of Connecticut Avenue and Calvert Street. He stated that the crescent-shaped garage would be mostly below ground. He then introduced the architect, Mr. Patrick Ahearn.

Mr. Ahearn stated that while the proposed multi-level garage would be placed mostly out of sight, the applicants were interested in applying extensive re-landscaping and entrance features. In the latter case, the intention would be to create entrance gates and pylons similar in material and character to those at Dumbarton Oaks. The new construction, while requiring the removal of several trees, supplied the impetus to improve the remaining planting areas. He then introduced Ms. Marianne Presley, the landscape designer.

The Commission offered praise for the concept and recommended submission of final working drawings when they were ready.

2. S.L. 84-37, 1503 Pennsylvania Avenue, Riggs Bank, one-story addition, conceptual review. Staff member Jeffrey Carson introduced the project to the Commission, pointing out to the members the recognized architectural significance of the building and the historical importance of its neighborhood. He stated that the conceptual design called for a prominent one-story addition over the attic. Mr. Carson then introduced the architect, Mr. Ramos.

Mr. Ramos commented extensively on the architectural fabric of the historic precinct, explaining that the Riggs Bank building had a history of growth beginning in 1891 when the firm of York and Sawyer was commissioned to design the main section of the present building. In 1905 York and Sawyer were commissioned to design the present American Security Bank and Trust immediately to the east. Mr. Ramos claimed that it was this competitive edge which prompted Riggs to acquire the adjacent building to the west and eventually convert it for banking use, remodeling the facade to conform in style and character to the existing banking hall and adding the present attic floor.

Mr. Ramos then stated that Riggs was committed to restoring the interior of the original banking room which over the years had been greatly harmed by the building of office mezzanies. He admitted that the restoration would not be slavish in detail but reflect the spirit of the original. Unfortunately, the Tiffany skylight would have to be illuminated by artificial means.

The sixth floor addition would cover the entire roof of the present building. The architect explained that the bank's needs had changed and that the extensive reception spaces and conference areas reflected this new direction. Mr. Ramos cited the addition of the adjacent building as well as the attic as precedent for the sixth floor.

The Chairman praised the applicants for wishing to return the banking hall to its original turn-of-the-century state, but warned against any change to the exterior that would affect the present historic silhouette. He stated that the architectural importance of the building itself as well as the significant relationship between its pedimented facade and the portico of the Treasury Building by Robert Mills precluded special height allowances in this case. The Chairman along with members Stone and Netsch strongly recommended that, should the applicants still consider the concept viable, the addition be pulled back sufficiently from both the Pennsylvania Avenue facade and the west alley elevation as to be invisible from both public space as well as the portico of the Treasury Building. The remaining Commission members concurred. The Chairman mentioned the possible option of studying a penthouse structure that would contrast with the masonry building and strike a glassy, pavilion-like note. He concurred with the Commission that the best option was no structure at all.

3. S.L. 84-41, 601 Pennsylvania Avenue, Westminster Investing, new hotel and office building, working drawings. Staff member Jeffrey Carson reminded the members that the Commission had approved the design of the proposed development in July of 1983. He stated that the staff had carefully reviewed the working drawings and found that they conformed in every respect to what had already been approved by the Commission in formal session. He introduced Alex Twining, architect with the firm of Leo A. Daly, who had arrived with a small model in anticipation of clarifying questions.

The Commission stated its familiarity with the project, commended the applicant and approved the working drawings.

4. S.L. 84-43, 501 13th Street, Warner Theatre Building, renovation. Staff member Sue Kohler, presenting the submission, pointed out that the structure is a Category II Landmark. She stated that the intention of the applicant was to restore the tympanum over the corner entrance, update the steps and handicapped ramp, and improve the quality of the various materials presently in place.

The Commission commended the applicant but recommended that the new entrance doors be bronze-finished rather than brushed aluminum as proposed.

Appendix 1: approved.

Old Georgetown Act

1. O.G. 84-163, 3264-70 M Street, Georgetown Park Phase II, new retail building, conceptual review. The Assistant Secretary presented the case to the Commission stating that during a previous review of the project the members had recommended that the Old Market remain free-standing and that the facade on M Street be restudied. He added that the Old Georgetown Board had reviewed the present submission which constituted a design strikingly different from the original proposal. He noted that the Board had three recommendations: (1) that the shed awning along the side of the Old Market building be restudied to enhance the existing arched windows, (2) that, in building the Canal tow-path wall, that portion beneath the new building be battered to appear more structural, and (3) in conjunction with the needs of the Park Service, that a means of pedestrian egress from the Market plaza to the tow-path be incorporated into the rebuilding of the wall. The Assistant Secretary then introduced David Childs of SOM, the new principal architects, and collaborating architect Scott Stinson, the original architect for Phase II.

Mr. Stinson briefly outlined the project perspective and then turned over the presentation to Mr. Childs. Mr. Childs first assured the Commission that the new design separated the Old Market building from the new construction, leaving an open pedestrian access from M Street to the Canal. The intent of the architects, however, was to add a permanent canvas awning to both sides of the Market. Victorian-styled posts and brackets would not only support the continuous awnings but help conceal roll-down, glass, drop-panels, similar to those used at Fanueil Hall in Boston. The canvas would protect foodstuffs and diners from the direct sun, while vents and simple fans would help circulate the air. In response to the Chairman's suggestion that the awnings be pulled in from either end so as to stress the Market wall rather than the canvas, Mr. Childs stated that the architects viewed the awning as designed as being more of a complement to the old structure than a distraction. The Commission reiterated that while the canvas would be a desirable amenity, the idea of roll-up glass panels had many inherent problems and would need to be carefully studied.

In presenting the revised design for the proposed new construction and fielding questions posed by the members, Mr. Childs described the new architectural aspects of Phase II. The proposal called for a uniform two-story structure with a continuous facade from M Street and down the entire depth of the building. The character of the building had been toned down from fussy, 1870's Victorian to modified Romanesque, complete with corner towers and turrets. The

two-story structure which accented the truck delivery entrance on M Street and connected the existing Garfinckel's store with the proposed building was recessed a full bay in the new design and reduced to a segmentally-arched stone and brick entrance screen having wooden double doors. The new building itself consisted of small shop bays on the first floor with large double-hung windows on the second, the whole covered by a mansard roof.

Supporting the Old Georgetown Board's comments, the Commission further recommended that the turret overlooking the Canal be heightened and more convincingly delineated. The members repeated their recommendation for additional and more detailed study of the proposed Old Market awnings.

Note: the Assistant Secretary jumped to the third item on the agenda while exhibits for the second item were placed.

3. O.G. 84-144A, 1015 31st Street, new office building, final. The Assistant Secretary informed the members that the submission consisted of working drawings for a new building previously approved by the Commission. The Georgetown Board and the staff found no problem with the entry. The Commission confirmed and approved the working drawings.

Appendix 2: approved.

2. O.G. 84-118, 3210 Grace Street, new four-story building conceptual review. Mr. Reid Dunn, the architect, spoke on behalf of the Grace Street project jointly owned by him and his partner, Mr. John Brady. Mr. Dunn described the locale and conditions existing in the neighborhood surrounding the site. He mentioned that Conrans and its courtyard faced his project on Grace Street and that Cherry Lane was a small alley which ran into the larger street and paralleled the side wall of an existing two-story structure on their site. Mr. Dunn pointed out that the main portion of this small structure would be incorporated into the proposed development. The development is intended as a commercial/residential structure having two floors of shops supporting three floors of apartments. Mr. Dunn stated that his intention was to break down the scale while creating a design that would reflect the historic warehouse character of the area. He admitted that the main point of contention with the Old Georgetown Board focussed on the ground floor which was sunk half its height in a narrow courtyard areaway parallel to the sidewalk.

It should be noted that the scheme presented to the Commission corresponded to but differed in several minor ways from that reviewed by the Board.

The Assistant Secretary interjected that certain problems the Board had with materials seemed to have been resolved.

Mr. Netsch questioned the central entrance motif as adding a third element which implied yet another style in an already very busy facade. He felt that regardless of whether it was intended as indoor or outdoor space, there were too many divergent elements running across the facade without enough in common to complement the original structure incorporated into the fabric of the proposed building.

Both the Chairman and Mr. Netsch questioned the architects on whether their design was too jumpy and arbitrary, Mr. Netsch adding that the variety of roof pitches and sizes as well as the close-set vertical wall members would give an undesirable impression of smallness or meanness. The Chairman suggested that by toning down the busy character of the design that a better rhythm might be established.

The Commission was not enthusiastic over the design but reservedly approved the concept in general.

4. O.G. 84-162, 3800 Reservoir Road, Georgetown University, new student housing, conceptual review. The Assistant Secretary reminded the members that at a previous meeting, the Commission had made specific recommendations concerning the complex of new student housing buildings. He stated that the Old Georgetown Board heartily approved of the revised designs which seemed to comply with all the recommendations made earlier by the Commission. The Assistant Secretary then introduced the project representatives, Mr. Reginald Cude and Mr. George Eaton.

Mr. Cude stated that as requested they had articulated the base and roof line of each building, emphasizing the first two floors by rustication and revised the dormer design. He also pointed out that the pit created between the Dahlgren Chapel and the new construction would be terraced to form an informal amphitheatre. Mr. Cude assured the Chairman that access for the handicapped would be provided.

The Commission commended the applicant and approved the conceptual design.

D. Department of the Navy

CFA 16/MAY/84-4, Chesapeake Division Headquarters Building, air conditioner installation, at Washington Navy Yard. Staff member Jeffrey Carson briefly informed the members that the Navy had requested

a full Commission review despite the simplicity of the project. He pointed out that the building was located in the Old Washington Navy Yard overlooking the Anacostia River. The units were to be placed on the roof next to their respective penthouses and painted a matching color.

The Commission unanimously approved the submission. Exhibit H

E. Department of Commerce

CFA 16/MAY/84-8, National Technology Medal. Staff member Sue Kohler reminded the members that they had previously reviewed designs for the medal and had made the recommendation that Dr. Goodman interview other artists prominent in the field. Dr. Goodman was then introduced and informed the members that he had complied with their suggestion and in fact was before them again with the results of that endeavor. The basic pattern for the medal was a computer grid with a tetrahedron and double helix, which the Commission agreed admirably evoked modern technology. The design was approved. Exhibit I

F. National Park Service

1. CFA 16/MAY/84-5, Inscribing name of photographer, Joseph Rosenthal, on Iwo Jima Memorial. Staff member Sue Kohler presented the submission to the members stating that the proposed inscription honoring the man who had taken the original photograph used by the sculptor for the present monument was intended for the base of the sculpture, which already carries an inscription honoring the sculptor. Mrs. Kohler added that the new inscription will have the same lettering and format as the original. She then introduced Mr. Joe Ronsisvalle of the National Park Service.

In response to questions asked by the members, Mr. Ronsisvalle explained that the additional inscription was sponsored and privately funded by former Congressman John Burton. Harold Godin, who had carved the lettering for the LBJ Memorial and added the name Vietnam to the Marine Corps Memorial, was chosen to carve the inscription.

Both the Chairman and Mr. Netsch recommended that the new lettering duplicate that used for the original inscription to the sculptor and that the artist's name be carved larger than his title and the date of the photograph. The remaining members concurred.

Exhibit J

2. CFA 16/MAY/84-6, Vietnam Veterans Memorial Sculpture. The Secretary distributed color xerox prints of slides taken of the full scale clay model for the statue group. Mr. Stone commented, and everyone agreed, that the Memorial was receiving far more use than originally predicted. Maintenance was obviously a problem. Mr. Ronsisvalle responded by saying that the VVMF had already spent

16 May 1984

15.

an additional \$230,000 on site maintenance, adding that the Memorial was receiving 10,000 visitors daily, many leaving flowers and various mementos. The model, if approved, would be going on to the foundry in June, and completion was scheduled for mid-October. Commission members Stone and Netsch warned of the need for additional security to protect the sculpture from souvenir hunters. The Commission was assured that all reasonable precautions would be taken.

The meeting was adjourned at 2 p.m.

Signed,

Charles H. Atherton
Secretary

July 13, 1984

Dear Jack:

It has come to my attention that we have never formally thanked you for the prompt response of the Park Service to our concern, and that of Georgetown residents, regarding the condition of Montrose Park. The improvement in the appearance of the park in the past three months is truly gratifying.

As we discussed with Joe Ronsisvalle at our May meeting, the Smithsonian has in storage duplications of the Montrose Park gas fixture, fabricated in 1975. There is a good chance that these will no longer be needed once the South Quadrangle landscaping is completed. I would hope an agreement can be worked out whereby they could be transferred to Montrose for use as replacements for those original fixtures that are beyond repair.

Tom Peyton would probably be the most likely person to contact at the Smithsonian. If you wish any further assistance from us please let me know.

With all best regards.

Sincerely,

Charles H. Atherton
Secretary

Mr. Manus J. Fish
National Park Service
National Capital Parks
1100 Ohio Drive, S.W.
Washington, D.C. 20242

THE , COMMISSION , OF , FINE , ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

J. CARTER BROWN, Chairman

HAROLD BURSON

JOHN S. CHASE

SONDRA G. MYERS

WALTER A. NETSCH

ALAN R. NOVAK

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

EXHIBIT B

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

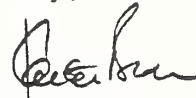
May 30, 1984

Dear Mrs. Pope:

We are pleased to tell you that the Commission of Fine Arts, at its 16 May 1984 meeting, confirmed its approval of the revised design for the lettering on the obverse of the medal to commemorate Americans missing or otherwise unaccounted for in Southeast Asia.

The obverse, and other aspects of the design of the reverse, were approved at the meeting on 10 April 1984.

Sincerely,



J. Carter Brown
Chairman

The Honorable
Donna Pope
Director of the Mint
United States Mint
Washington, D.C. 20220

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

EXHIBIT C

J. CARTER BROWN, Chairman

HAROLD BURSON
JOHN S. CHASE
SONDRA G. MYERS

WALTER A. NETSCH
ALAN R. NOVAK
EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1006

May 25, 1984

Dear Mr. Conlon:

Thank you for sending the Commission of Fine Arts your excellent report on alternatives for updating and adding capacity to Dulles International Airport. We are pleased that you have coordinated the study with the Commission and have been able to join us in mutual concerns pertaining to very careful treatment of the original terminal building.

The Commission discussed its continued role at Dulles during our May 16, 1984 meeting. As we understand FAA's preferred alternatives, there may be longitudinal extensions to the terminal, as proposed in its original design, with retention of the present mobile lounges serving long-haul flights. Other flights, including commuter flights, would be served by a mid-field, two floor facility connected to the main terminal by a continuously moving "conveyor" type walkway. The Commission's interest will relate to the design of both the new building and the changes to the original terminal, and we would appreciate the opportunity to discuss the whole process with you in the next month or so.

Sincerely,



J. Carter Brown
Chairman

Mr. Francis J. Conlon
Manager Engineering Division
Washington National Airport, Hanger 9
Washington, D.C. 20001

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

EXHIBIT D

J. CARTER BROWN, Chairman

HAROLD BURSON

WALTER A. NETSCH

JOHN S. CHASE

ALAN R. NOVAK

SONDRA G. MYERS

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

May 25, 1984

Hand
Dear Mr. ~~Berliner~~:

The Commission of Fine Arts was delighted to meet with representatives of the Canadian Government, their architects, and the staff of the Pennsylvania Avenue Development Corporation on May 16, 1984 to review designs for the new Canadian Chancery at Pennsylvania Avenue and John Marshall Park. The Commission gave its enthusiastic approval to the conceptual designs and compliments all involved with a job well done. The design shows great promise for being an exciting piece of architecture and a handsome addition to Pennsylvania Avenue.

We realize that more work is to come on design development, material selection and refinement of details. As these elements are developed further, we look forward to reviewing them with you. In the meantime, we stand ready to be of any assistance in moving this project forward.

Sincerely,



J. Carter Brown
Chairman

Mr. Henry Berliner, Chairman
Pennsylvania Avenue Development Corporation
425 13th Street, N.W. - Suite 1148
Washington, D.C. 20004

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

EXHIBIT E

J. CARTER BROWN, Chairman

HAROLD BURSON

WALTER A. NETSCH

JOHN S. CHASE

ALAN R. NOVAK

SONDRA G. MYERS

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

May 25, 1984

Kaul -
Dear Mr. ~~Berliner~~:

The Commission met with your staff on May 16, 1984 to review designs for a pair of temporary kiosks planned for the Pennsylvania Avenue sidewalk in front of the FBI Building.

We have no objections on the basis that these kiosks are pilot installations and of a temporary nature. Our understanding is, however, that there will be a competition for design of an overall, general-use kiosk for the avenue. We endorse this approach and look forward to following this project with interest.

Sincerely,



J. Carter Brown
Chairman

Mr. Henry Berliner, Chairman
Pennsylvania Avenue Development Corporation
425 13th Street, N.W. - Suite 1148
Washington, D.C. 20004

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

EXHIBIT F

J. CARTER BROWN, Chairman

HAROLD BURSON
JOHN S. CHASE
SONDRA G. MYERS

WALTER A. NETSCH
ALAN R. NOVAK
EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

May 30, 1984

Dear Mr. ^{*Henry*} Berliner:

The Commission was happy to discuss designs for Indiana Plaza with your staff at its May 16, 1984 meeting. The designs as presented by Mr. Sprowls showed much promise, and we look forward to seeing the development of the scheme incorporating the revised walkways through the circle that were shown to us in a rough sketch at the meeting.

We would also appreciate an opportunity to inspect final materials at some point.

Sincerely,



J. Carter Brown
Chairman

Mr. Henry Berliner, Chairman
Pennsylvania Avenue Development Corporation
425 13th Street, N.W. - Suite 1148
Washington, D.C. 20004

THE COMMISSION OF FINE ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

J. CARTER BROWN, Chairman

EXHIBIT G

HAROLD BURSON

WALTER A. NETSCH

JOHN S. CHASE

ALAN R. NOVAK

SONDRA G. MYERS

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

May 30, 1984

Dear Mr. Touchstone:

The Commission of Fine Arts was happy to meet with Lynn Robinson from your department and the consultants on the Whitehurst Freeway studies on May 16, 1984. We realize that the freeway is a complex issue with a number of interested parties. Our primary role, of course, will be the review of any designs resulting from the process. Though that process is still a way off, we are especially appreciative of being brought into the matter at this point, and of having the opportunity to work with you.

During our meeting we had comments from the community as well as from the presentation team. After reading the advance material which had been sent us, and listening to the presentations, our preliminary reaction is that the simplest scheme of modestly altering the existing structure makes the most sense. We are concerned that the National Park Service comments be respected in the process and that the environmental context of the freeway be upgraded. This we will be glad to assist with in any way we can.

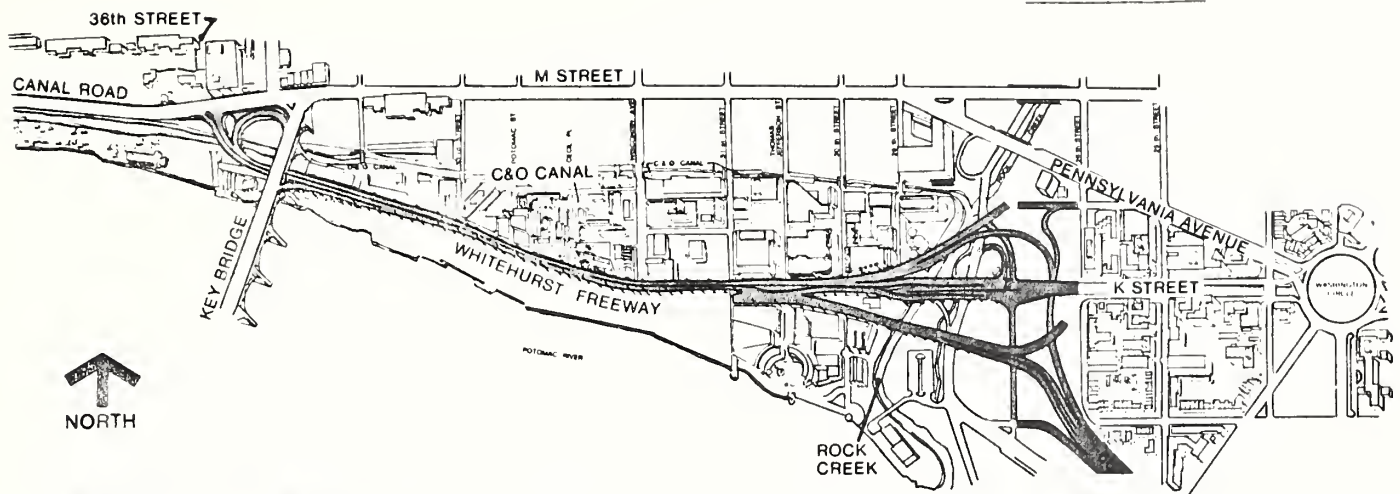
Additionally, we feel that as the design options are pinned down, there should be a model prepared to study the conditions, particularly at each end. This would be the best way to visualize the combination of contours, buildings, ramps and park areas in juxtaposition with each other. Perhaps a small overall model would be helpful, but large scale models of the ends and any potential new ramps or tunnel portals would be necessary to understand the project and all of the complexities of its design.

Sincerely,



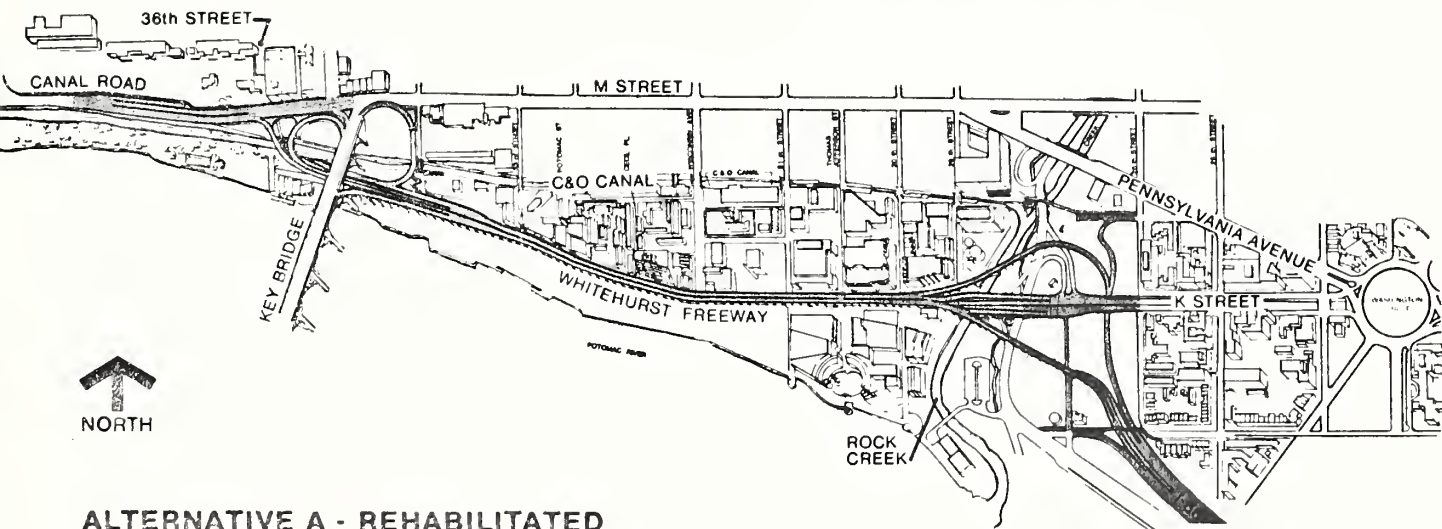
J. Carter Brown
Chairman

Mr. John E. Touchstone, Director
D.C. Department of Public Works
415-12th Street, N.W. - Room 508
Washington, D.C. 20004



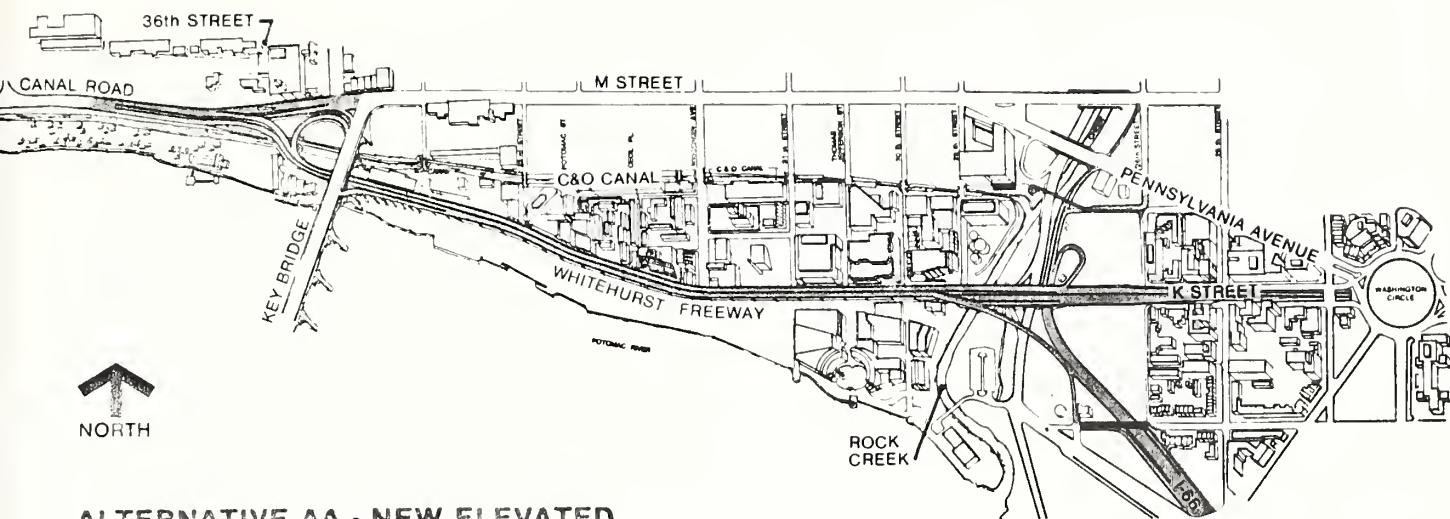
NO-BUILD ALTERNATIVE

This alternative would essentially leave the Whitehurst Freeway as it is now, including all of its present connections. The No-Build includes improvements needed to keep the facility operational and safe through the design year (2006). These actions are expected to include an overlay of the deck with asphalt or concrete and replacement of portions or all of the paved roadway (redecking). For comparison purposes, no widening of the roadway is anticipated. The alternative would have a construction cost up to \$31.3 million. It would not involve any right-of-way acquisitions or displacement of any business or residential buildings.



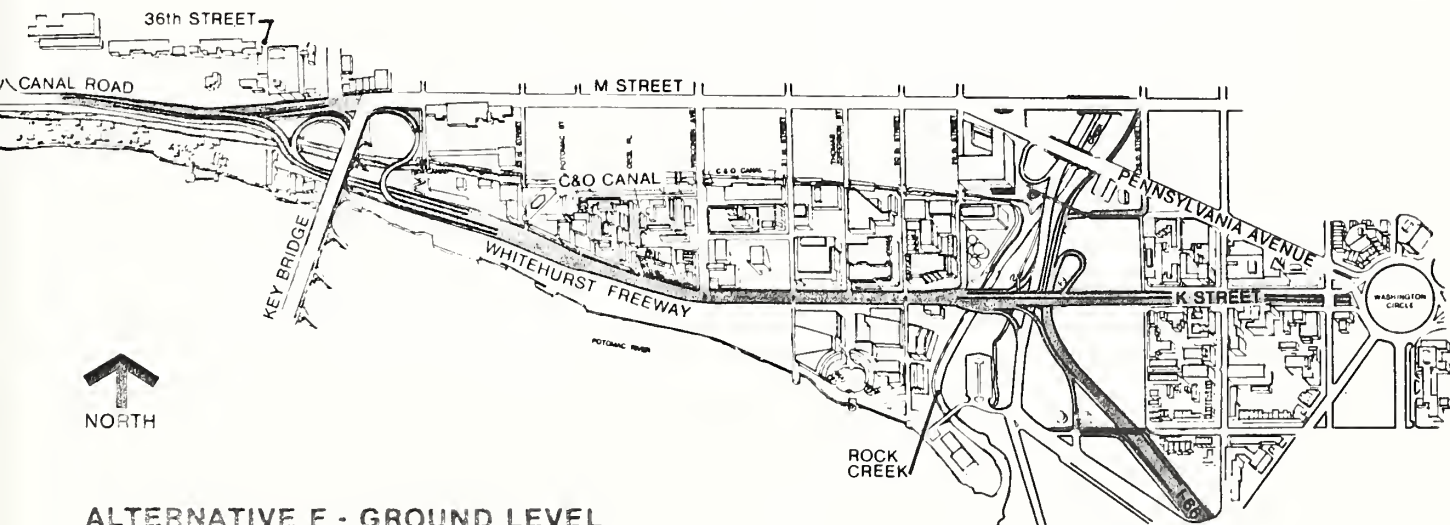
ALTERNATIVE A - REHABILITATED

This alternative would be a rehabilitation and widening (eight feet) of the existing elevated freeway, with modifications at each end. A new ramp from Key Bridge at M Street would allow westbound traffic to turn right, cross over the C&O Canal, merge with the Whitehurst Freeway heading west, and then pass under the Canal via a tunnel that would emerge on the north side of Canal Road. The unconnected ramps near Rock Creek would be removed and the ramps to I-66 shortened. This alternative would cost approximately \$99.4 million and could accommodate an optional facade treatment. It would require a net right-of-way acquisition of 2.8 acres throughout the project area and would displace a commercial structure (3401 K Street, NW) housing five small businesses.



ALTERNATIVE AA - NEW ELEVATED

A new elevated freeway would be built, about 15 feet lower and 16 feet wider than the present structure. Near Key Bridge, one eastbound lane from Canal Road to M Street would be depressed under the westbound Whitehurst lanes. Near Rock Creek, new connections from 26th and M Streets and to Pennsylvania Avenue would be built to allow traffic flow to and from I-66. Connections which would be eliminated include: the entry/exit at 25th and K Streets; Virginia Avenue to eastbound K Street via 27th Street; and the northbound Rock Creek Parkway access to and from the Whitehurst Freeway. This alternative would cost \$114 million and could accommodate an optional facade treatment. It would entail net right-of-way acquisition of 4.2 acres throughout the project area and would displace two single-family residences (3631 and 3633 M Street) west of 36th Street.



ALTERNATIVE F - GROUND LEVEL

This alternative would tear down the Whitehurst Freeway and replace most of the elevated structure with a six-lane arterial street (like M Street today) at ground level. Traffic from northbound Key Bridge would reach the ground-level street via a new S-shaped one-lane ramp which crosses the C&O Canal. The existing ramp off Key Bridge to the Whitehurst Freeway would be removed. At 33rd Street, the ground-level street would rise to carry traffic to and from Canal Road and Key Bridge. One depressed lane on Canal Road would be the same as in Alternative AA. Connections near Rock Creek would be as described for Alternative AA. This alternative would cost \$96.6 million and would require net right-of-way acquisition of 6.5 acres throughout the project area. It would also displace a commercial structure (3401 K Street) housing five small businesses and two single-family residences (3631 and 3633 M Street) west of 36th Street.

THE , COMMISSION , OF , FINE , ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

J. CARTER BROWN, Chairman

EXHIBIT H

HAROLD BURSON

WALTER A. NETSCH

JOHN S. CHASE

ALAN R. NOVAK

SONDRA G. MYERS

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

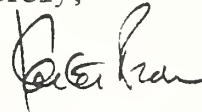
708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

May 30, 1984

Dear Mr. Lose:

During the 16 May 1984 meeting of the Commission of Fine Arts, the members were pleased to review the Chesapeake Division's proposal for a new roof air-conditioner installation on its Headquarters building at the Old Navy Yard. The Commission found the submission very reasonable, but urge that the new units be painted or anodized to match the existing penthouse.

Sincerely,



J. Carter Brown
Chairman

Mr. Robert C. Lose
Director, Planning Division
Department of the Navy
Chesapeake Division
Naval Facilities Engineering
Building 212, Washington Command Navy Yard
Washington, D.C. 20374

THE , COMMISSION , OF , FINE , ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

J. CARTER BROWN, Chairman

EXHIBIT I

HAROLD BURSON

WALTER A. NETSCH

JOHN S. CHASE

ALAN R. NOVAK

SONDRA G. MYERS

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

May 30, 1984

Dear Dr. Goodman:

The Commission of Fine Arts was happy to meet with you at its 16 May 1984 meeting to review a new design for the National Technology Medal. The design for the obverse, by Paul M. Levy, was considered a great improvement and was unanimously approved.

Sincerely,



J. Carter Brown
Chairman

Dr. Philip Goodman
Executive Director,
National Technology Medal
Evaluation Committee
United States Department of Commerce
Washington, D.C. 20230

THE , COMMISSION , OF , FINE , ARTS

ESTABLISHED BY CONGRESS MAY 17, 1910

EXHIBIT J

J. CARTER BROWN, Chairman

HAROLD BURSON

WALTER A. NETSCH

JOHN S. CHASE

ALAN R. NOVAK

SONDRA G. MYERS

EDWARD D. STONE, JR.

CHARLES H. ATHERTON, Secretary

708 JACKSON PLACE, N.W.
WASHINGTON, D.C. 20006
202-566-1066

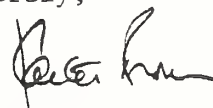
May 30, 1984

Dear Jack:

At its meeting on 16 May 1984 the Commission of Fine Arts reviewed plans for inscribing the name of Joseph Rosenthal, photographer, on the U.S. Marine Corps Memorial, as authorized by Congress.

The Commission found this fitting and had no objections to the placement of the inscription. It was requested, however, that the style and slant of the lettering be identical with that used for Mr. de Weldon's inscription, and that the word "photographer" and the date be slightly smaller than the name; again, following the de Weldon precedent.

Sincerely,



J. Carter Brown
Chairman

Mr. Manus J. Fish, National Director
National Capital Region
National Park Service
1100 Ohio Drive, S.W.
Washington, D.C. 20242

